

# The China Mail.

Established February, 1846.

Vol. XXIX. No. 6338.

號三十月一十年三十八百八千一英

HONGKONG, TUESDAY, NOVEMBER 13, 1883.

日四十月十年未癸

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALAN, 11 & 12, Old Broad Street, E.C. 4. General Agents for the China Mail, and all other lines of Steam Navigation. Also, Agents for the China Mail, and all other lines of Steam Navigation. Also, Agents for the China Mail, and all other lines of Steam Navigation.

## Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL, \$3,000,000.  
RESERVE FUND, \$2,500,000.  
INVESTMENT IN NEW SHARES, \$2,500,000.

COUNT OF DIRECTORS.  
Chairman:—W. S. YOUNG, Esq.  
Deputy Chairman:—A. P. McEwen, Esq.

CHIEF MANAGER.  
Hongkong:—THOMAS JACKSON, Esq.  
Shanghai:—EDWIN CAMERON, Esq.

HONGKONG.  
INTEREST ALLOWED.  
On Current Deposit, Account at the rate of 4 per cent. per annum on the daily balance.

LOCAL BILLS DISCOUNTED.  
Orders granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

## Intimations.

AVIS.  
UNE Adjudication Publique, sur soumissions cachetées, aura lieu le 14 Novembre, à 2 heures, au Consulat de France à Hongkong, le Mercredi, 14 Novembre courant, à 2 heures, de l'après-midi, pour la fourniture totale, (en 4 livraisons de 1,500 tonnes chacune, au lot, au 10 de chaque mois, à partir du 1er Décembre, 1883), de 6,000 tonnes de Charbon de Newcastle, d'Australie, livrables à Haiphong, pour le compte du service administratif du Tonkin. Le cahier des clauses et conditions du contrat est déposé à la disposition du public à la Chancellerie du Consulat de France à Hongkong.

Le S. Comissaire de la Division de Chine et du Japon, G. DE MONTJAMONT.  
Hongkong, 3 Novembre, 1883. no14  
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.  
QUARANTINE AT EGYPTIAN AND CONTINENTAL PORTS.

ARRANGEMENTS have been made for passing the Company's Steamers through the Suez Canal, in quarantine, thus avoiding any detention in Egypt. The Homeward Mails are now being landed at Victoria, but the quarantine which is still imposed at this and all other Continental Ports prevents the landing of Passengers, and those travelling by the Company's Steamers are advised to remain on board the Vessel which calls at Marseilles en route—stopping a few hours only to discharge Cargo—and proceed in her direct to London, thus avoiding all quarantine delays and inconveniences.

The Passengers of the Steamers will be accommodated, and they will not call at Malta or Gibraltar.  
E. L. WOODIN, Acting Superintendent.  
Hongkong, September 6, 1883.

HOP SHING & Co.,  
ENGINEERS, BOILER MAKERS,  
COPPER SMITHS, BRASS & IRON  
FOUNDERS, &c.  
NESS IRON WORKS.

HAVING This Day commenced Business, are ready to undertake work of the above Descriptions under the Supervision of an Experienced European.  
Orders executed with the utmost despatch and at moderate terms.  
24th September, 1883. 25264

T. frequently occurs that from damp or otherwise, Goods are spoiled from the fact of being moist, mouldy, unsuitable to Foreigners taste and unfit for their use.  
This refuse Tea the Lady Superiors of the Italian Continent now comes forward and begs the Ladies and Gentlemen to let her have for her numerous Chinese pupils, for whom the sale beverage of luxury is Tea.

ARRANGEMENTS FOR BOARD and LODGING can be made by applying to Mrs. P. SMITH, On the Premises, Beaconsfield Arcade.  
Hongkong, October 13, 1883. no13

## Intimations.

CITY HALL.  
NOTICE.  
THE Annual General Meeting of SHAREHOLDERS in and SUBSCRIBERS to the above Institution will be held in the Library, at 3 p.m. on WEDNESDAY NEXT, the 14th day of November instant.

H. L. DENNY, Secretary.  
Hongkong, November 12, 1883. no14

HONGKONG CLUB.  
NOTICE TO MEMBERS.  
IT having been found impracticable to make a correct Catalogue of the Club Library with reference to the BOOKS and CLOSING THE ROOM for about ONE WEEK, MEMBERS are particularly requested to RETURN ALL BOOKS in Circulation, on or before the 15th November instant. No Works will be issued after the 12th November.

Any stray Works belonging to the Club, if returned, will be thoughtfully received, and Books taken out and not returned will be charged to the Members in whose Names they are entered.  
By Order of the General Committee, A. O. D. GOURDIN, Acting Secretary.  
Hongkong, November 6, 1883. no15

CHINA TRADERS' INSURANCE COMPANY, LIMITED.  
NOTICE.  
THE Undersigned has This Day resumed his duties as SECRETARY of the Company.

By Order, W. H. RAY, Secretary.  
Hongkong, November 12, 1883. no19

HONGKONG HOTEL COMPANY, LIMITED.  
NOTICE TO DAILY BOARDERS.  
UNTIL further Notice the CHARGES for board and lodging will be CONTINUED after the 1st proximo.

By Order of the Directors, LOUIS HAUSCHILD, Secretary.  
Hongkong, November 8, 1883. no15

A Good BOOKKEEPER, who has a few spare hours in the early morning, would be glad to take charge of a Set of Accounts. Terms very moderate.  
Address "M. M. R." c/o China Mail Office.  
Hongkong, August 24, 1883.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.  
NOTICE TO SHAREHOLDERS.  
A Second and Final BONUS of Five per cent. on Contributions, and a DIVIDEND of EIGHTEEN DOLLARS and TWENTY-NINE CENTS per Share for the year 1882, will be Payable on MONDAY, the 22nd instant.

WARRANTY may be had on application at the Office of the Society on and after that date.  
By Order of the Board, DOUGLAS JONES, Acting Secretary.  
Hongkong, October 22, 1883.

HONGKONG & SHANGHAI BANKING CORPORATION.  
THE THIRD CALL of £10 Sterling per Share on the 20,000 SHARES, NEW ISSUE of this Corporation, will fall due on the 30th September, 1883, in London, Calcutta, Bombay, Shanghai and Hongkong. Registered Shareholders entitled to NEW SHARES, are requested to Pay, at the respective Offices, the above Call or its equivalent in the Currency of the above mentioned places.

Provisional CERTIFICATES are being issued in Exchange for the 1st Call Receipts, which are to be surrendered to the Bank. Holders of Provisional CERTIFICATES, when paying this Call, will please send same to this Office to be endorsed.  
The Rate of Exchange for Hongkong is fixed at 1/4, or \$4.75 per Share. Interest at the Rate of 7 per cent. annum will be charged on Calls unpaid on the 30th September.

By Order of the Court of Directors, T. JACKSON, Chief Manager.  
Hongkong, September 12, 1883.

HONGKONG ICE COMPANY, LIMITED.  
NOTICE.  
ON and after the 1st October, the PRICE of ICE will be REDUCED to 14 Cents per pound.

JARDINE, MATHESON & Co., General Managers.  
Hongkong, September 15, 1883.

MRS. P. SMITH, PRIVATE TIFFIN ROOMS,  
Nos. 8 & 9, Beaconsfield Arcade.  
MEALS & REFRESHMENTS AT ALL HOURS.

TIFFIN ROOMS, BILLIARD ROOM, AND READING ROOM.  
N.B.—NO EXTRA CHARGE FOR THE USE OF READING and BILLIARD ROOMS.

ARRANGEMENTS FOR BOARD and LODGING can be made by applying to Mrs. P. SMITH, On the Premises, Beaconsfield Arcade.  
Hongkong, October 13, 1883. no13

## For Sale.

LANE, CRAWFORD & Co.  
HAVE RECEIVED THE FOLLOWING NEW GOODS:  
FRIENDS and FIRE-IRONS, New FIRE-GUARDS and COAL VASES, KEROSENE COOKING STOVES.  
Hink's "DUPLEX" TABLE LAMPS in New Designs, New FOLDING LAMP SHADES, LINEN "DAGMAR" SHADES.  
"SARATOGA" TRUNKS and LADIES' DRESS TRUNKS, TRAVELLING BAGS and HOLD-ALLS, DESPATCH BOXES and PORTFOLIOS.  
New "SLIDER" PLAYING CARDS, "MOSQUITO" and "SQUEEZERS," OALL BELLS, SOAP BOOKS, NEW OFFICE SUNDRIES.  
CHRISTMAS CARDS in New Price Designs, MENU and NAME CARDS, PORCELAIN MENU TABLETS.  
AGENTS' MATERIALS and NEW CAVASES, AIR BEDS and CUSHIONS, New OUTFITTERY.  
CARTON'S FINE FELTS in New Shapes and Colours, ELWOOD'S FINE FELTS on Cork, CROCKETING CAPS and "TAM-O-SHANTER" CAPS.  
TENNIS SETS, TENNIS BALLS, TENNIS BALLS, CRICKET BATS, BALL and STUMPS, GUNS and SPORTSMAN'S SUNDRIES.  
COPPE'S TOBACCOS, Fresh GROUND CLOUT, Fresh BIRDSEYE and MIXTURE, MANILA and PENANG CIGARS.  
New SADDLERY, WHIPS and FLY SWITCHES, CURRY-COMBS and BRUSHES, SADDLES and SADDLE-CLOTHS.

LANE, CRAWFORD & Co.  
Hongkong, October 24, 1883.

## For Sale.

SAYLE & Co.'s SHOW-ROOMS.  
NOW SHOWING EX S.S. "GLENFRUIN"  
FIRST delivery of CHRISTMAS TOYS, WRITING CASES, WORK BOXES, PLUSH FRAMES, JEWEL CASES, &c., &c.  
LADIES' and GENTLEMEN'S KID GLOVES in all Colours and Sizes, Fur-lined KID GLOVES, DRIVING GLOVES, CLOTH GLOVES, and MITTS.  
LADIES' and CHILDREN'S HOSIERY suitable for the PRESENT SEASON. FURS and FUR TRIMMINGS in great variety.  
TO ARRIVE PER "GLENLEAGUE"  
SPECIALITIES IN CHRISTMAS CARDS.  
SAYLE & Co., VICTORIA EXCHANGE.  
Hongkong, November 2, 1883.

## Intimations.

A GENTLEMAN who has had long and varied experience in COMMERCIAL BUSINESS and is quite competent to take charge of BOOKS, CASES, CORRESPONDENCE or the GENERAL MANAGEMENT of an Office—is open to a re-engagement in China, at the end of the year—Unexceptionable References.—Address "DELTA," Post Office, Amoy.  
October 23, 1883. no23

NOTICE.  
THE Undersigned have been appointed AGENTS of the CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
ARNHOLD, KARBURG & Co.  
Hongkong, October 20, 1883. no20

CHINA FIRE INSURANCE COMPANY, LIMITED.  
ADJUSTMENT OF BONUS FOR THE YEAR 1882.  
SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premium for the year ending 31st December last, in order that the PROPORTION of PROFIT for that year to be Paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and subsequent Claims or Alterations will be allowed.  
By Order of the Board, JAS. B. COUGHTRIE, Secretary.  
Hongkong, September 1, 1883. del

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 22, PRAYA CENTRAL.  
COTTON DUCKS, HEMP CANYAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS, &c., &c., &c.  
Hongkong, May 1, 1882.

FOR SALE.  
GOOD BORDEAUX CLARET, in cases of 1 doz. Quarts at...\$8.50.  
WOLFE SCHIEDAM SOHNAPPS in cases of 12 Bottles at...\$6.00.  
Also, some PRIME HOLLAND Jenever in Stone bottles, and some POMERANIAN BITTERS.  
Double Barreled Breech Loading GUNS, RIFLES, REVOLVERS, CARTRIDGES and SHOT, &c., &c., &c.  
J. F. SCHEFFER, 21 and 23, Pottinger Street.  
Hongkong, August 16, 1883. no16

PUBLICATIONS BY JOHN CHAMBERS, M.A., D.D., to be bought of LANE, CRAWFORD & Co. and KELLY & WAUGH.  
Structure of Chinese Characters, \$4.00.  
Cantonese Dictionary, 3.00.  
Concise Kanghi, half calf, 5.00.  
Do. stitched, 3.00.  
Tsu-tah-king, 2.00.  
The Question of Terms, 1.00.  
Origin of the Chinese, 1.50.  
The Rhymes of the Shi, 1.00.  
London Monitor, 1.00.  
Hongkong, May 19, 1883. no16

FOR SALE CHEAP.  
FIVE Hundred to Six Hundred Tons COKE and COAL TAR, in lots to suit, from one ton upwards.  
CHOY CHEW, 230, Praya West.  
Hongkong, June 12, 1883. del8

RODERICK DHU WHISKY.  
A Pure, Fine-Flavoured Blend, Equal in Biscuit and Style to the Finest FRENCH BRANDY.  
Sole Agent, Hongkong, C. L. THEVENIN.  
Hongkong, October 19, 1883. 10184

FOR SALE.  
JULES MUM & Co.'s CHAMAGNE.  
Quarts, \$18 per 1 doz. Case.  
Pints, \$19 per 2 doz.  
GIBB, LIVINGSTON & Co.  
Hongkong, November 1, 1883.

THE REPORT OF THE TRIAL of LOGAN at CANTON, that appeared in the China Mail has been printed in PAMPHLET FORM, and is now on Sale. Price, 30 Cents.  
Hongkong, October 3, 1883.

## Auctions.

FURNITURE SALE.  
THE Undersigned have received instructions to Sell by Public Auction, on WEDNESDAY, the 14th Instant, 1883, at 2 o'clock p.m., at No. 4, Seymour Terrace, HOUSEHOLD FURNITURE, comprising:—  
ASTROLITES for Drawing Room, Dining Room, Bed Room and Dressing Room, CANTON MATTING, CARPETING, RUGS, BAMBOO BASKETS.  
SETS of FRIENDS and FINE IRONS and GLASS; SUNDRIES.  
A few PLANTS and FRANKS.  
The Things can be seen on the Morning of the Sale.  
TERMS.—As usual.  
LANE, CRAWFORD & Co.  
Hongkong, November 7, 1883. no14

PUBLIC AUCTION OF ENGLISH AND CANTON-MADE HOUSEHOLD FURNITURE, PIANO, &c.  
THE Undersigned has received instructions to Sell by Public Auction, on FRIDAY, the 16th November, at 2 p.m., at No. 5, West Terrace, the Residence of Captain ORR, THE WHOLE OF HIS ENGLISH & CANTON-MADE HOUSEHOLD FURNITURE, comprising:—  
CRETONNE-COVERED DRAWING-ROOM SUITE, ENGLISH-MADE CANTON TABLE, VAZONETS, ONE PAIR OF FRIENDS and IRONS, CHANDLIER'S GRAND PIANO, by CHICKERING.  
ENGLISH-MADE OAK SIDEBOARD, EXTENSION DINING TABLE, CHAIRS, DINING WAGON, PLATED GLASS and CHOCOLERY WARE, &c., &c.  
IRON BEDSTEADS, MATTRESSES, &c., &c.  
CHINA OF DRAWERS, WARDROBES, MARBLE TOP WASHING STAND, DRESSING TABLE, RUGS, LACE CURTAINS, DAVENPORT, PICTURES, &c.  
BATH TUB with Shower Apparatus, &c., Flowers in Pots, &c.  
Catalogues will be issued previous to the Sale.  
The above will be on view on Thursday, the 15th November, 1883.  
TERMS OF SALE.—As customary.  
G. R. LAMBERT, Auctioneer.  
Hongkong, November 9, 1883. no16

TO LET.  
THE PREMISES now occupied by us, No. 11, QUEEN'S ROAD CENTRAL. For further Particulars apply to Messrs. ROSS & Co.  
GEO. R. STEVENS & Co.  
Hongkong, August 1, 1883.

TO LET.  
"FAIRVIEW," BOSHAM ROAD, OFFICES and COMPRADOR'S QUARTERS in MARINE HOUSE, No. 19, HOLLYWOOD ROAD, now occupied by Messrs. FRANKIE HORNUM & Co. Possession, 16th January, 1884.  
Apply to E. R. BEHRENS.  
Hongkong, November 7, 1883. no14

TO LET.  
"BISNEE VILLA" PORPOULUM, Furnished.  
No. 4, SEYMOUR TERRACE.  
Apply to DAVID SASSOON, SONS & Co.  
Hongkong, November 7, 1883.

GODOWN 8-TO LET.  
PRAYA EAST AND WANCHAI ROAD. For Particulars, apply to SIEMSEN & Co.  
Hongkong, April 26, 1883.

TO LET.  
SPACIOUS GODOWN at Bowateron, suitable for the Storage of Coal.  
Apply to DOUGLAS LAPRAIK & Co.  
Hongkong, March 8, 1883.

Shipping.  
NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOT POSTE FRANCAIS.  
The Co.'s Steamship "Sud," Commandant LEQUEUR, will be despatched for SHANGHAI shortly after her arrival from Europe.  
G. DE CHAMPEAUX, Agent.  
Hongkong, November 9, 1883.

NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOT POSTE FRANCAIS.  
The Co.'s Steamship "Tahiti," Commandant VAUGHET, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.  
G. DE CHAMPEAUX, Agent.  
Hongkong, November 9, 1883.

Shipping.  
STEAMERS.  
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND CALOUTTA.  
The Company's Chartered Steamship "Hokou," Captain DUNN, will be despatched for the above Ports on WEDNESDAY, the 14th Instant, at 3 p.m.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, November 7, 1883. no14

FOR SINGAPORE, PENANG AND CALOUTTA.  
The Steamship "Arabian," Capt. A. H. MACRAITH, will be despatched for the above Ports on WEDNESDAY, the 14th Instant, at 3 p.m.  
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.  
Hongkong, November 8, 1883. no14

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SWATOW AND AMOY.  
The Steamship "Compta," Capt. REUDER, will be despatched for the above Ports on WEDNESDAY, the 14th Instant, at 4 p.m.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, November 12, 1883. no14

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW AND HANGKOW.  
The Company's Steamship "Tachibana," Capt. J. J. JORDON, will be despatched for the above Ports on THURSDAY, the 15th Inst., at Daylight.  
For Freight or Passage, apply to YUEN YAT HONG, Agents.  
Hongkong, November 12, 1883. no16

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI.  
(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, HANKOW and Ports on the YANGTSE).  
The Co.'s Steamship "Tahiti," Capt. J. J. JORDON, will be despatched as above on THURSDAY, the 15th Instant, at 3 p.m.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, November 12, 1883. no15

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship "Araucario," Captain RILEY, will be despatched on or about the 17th Instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, November 1, 1883.

SHIRE LINE OF STEAMERS.  
FOR YOKOHAMA AND HIOGO.  
The Steamship "Randolph," Commander RICKARD, expected here on or about the 18th Instant, will have immediate despatch for the above Ports.  
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.  
Hongkong, November 12, 1883.

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND).  
The Steamship "Hokou," Captain VANDY, will be despatched as above on or about the 20th November.  
This Vessel has unusually good Cabin Accommodation, upon the upper deck.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, November 8, 1883.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI).  
The Eastern and Australian Steamship Co.'s Steamship "Tahiti," Capt. S. G. GAZET, will be despatched as above on THURSDAY, the 22nd Inst., at 4 p.m.  
Parcels (all of which must be sent to our Office) will be received up to 4 p.m. on the 21st Instant.  
Contents and value of the Packages must be declared.  
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, November 12, 1883. no22

Shipping.  
STEAMERS.  
OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship "Araucario," Captain RILEY, will be despatched on or about the 25th Instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, November 12, 1883.

FOR LONDON VIA SUEZ CANAL.  
The Steamship "Araucario," Captain RILEY, will be despatched on or about the 26th Instant.  
This Steamer has superior Cabin Accommodation, and carries a Doctor, and Stowaways.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, November 12, 1883.

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For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
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The Co.'s Steamship "Araucario," Captain RILEY, will be despatched on or about the 17th Instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, November 1, 1883.

SHIRE LINE OF STEAMERS.  
FOR YOKOHAMA AND HIOGO.  
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OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship "Araucario," Captain RILEY, will be despatched on or about the 26th Instant.  
This Steamer has superior Cabin Accommodation, and carries a Doctor, and Stowaways.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, November 12, 1883.

NOTICES TO CONSIGNEES.  
NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.  
FROM BATAVIA AND SAIGON.  
THE Steamship "Compta," having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods impeding the Steamer's departure. Cargo impeding the Steamer's departure will be landed and stored at Consignees' risk and expense.  
JARDINE, MATHESON & Co., Agents.  
Hongkong, November 12, 1883. no19

NOTICE TO CONSIGNEES.  
S.S. "KUMANO MARU" FROM KOBE AND NAGASAKI.  
CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods impeding the Steamer's departure. Cargo impeding the Steamer's departure will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected.  
H. J. L. TRIPP, Agent.  
Messrs. High Mail & S. Co.  
Hongkong, November 9, 1883. no19

Shipping.  
STEAMERS.  
OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship "Araucario," Captain RILEY, will be despatched on or about the 25th Instant.  
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Hongkong, November 12, 1883.

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We regret to hear of a serious accident to H. E. the Governor this afternoon. His Excellency was, it seems, mounting his pony at Government House, when the animal suddenly started backwards, the result being that the Governor lost his balance, and, in trying to recover himself, fell on the stone pavement, spraining severely the muscles of his left leg. His Excellency, although suffering much pain, is progressing well.

There was a very crowded meeting at the volunteer headquarters this evening, to elect the requisite officers for the new battery. The place was packed to overflowing. Mr. Holmes took up 13 recruits yesterday, making a total of 35 he has persuaded to join. Lt. Colonel Crawford took the chair, and read regulations, 12 and 13 of the corps, which state that the appointment of officers is vested in the Governor of the Colony, but that His Excellency has consented to select the officers from a list of names to be chosen by the Volunteers themselves, and that at this election all gentlemen who shall have enrolled themselves as Members other than Honorary Members shall be entitled to vote. He then asked the men to write down four names on their balloting papers. There were only three officers to be elected, but the fourth name was in case one of the officers chosen might be prevented from accepting the post. Each man then deposited his paper in a despatch box, and the counting was at an end. The result will be announced shortly. If a sufficient number of volunteers can attend it is proposed that on Saturday next, the corps shall parade at 3 p.m. sharp, and march out along the Pok-fu-lum Road, to oppose the advance of an enemy's force supposed to have landed from boats in Telegraph Bay, and to be moving on Victoria by the Pok-fu-lum Road.

We pointed out a few days ago the grave aspect affairs were assuming in south-eastern Europe, events tending to show that the re-opening of the dreaded "Eastern Question" was within almost measurable distance. Later telegraphic despatches do not indicate that the position of affairs, at least in Serbia and Bulgaria, have improved. Two of Russia's Telegrams received here on the 11th instant, referring to events in these two principalities, have evidently got mixed in transit. As published they read as follows:

The revolt in Belgrade is extending under the Russian leaders. The Serbian troops have captured the insurgent position at Kalafat, and taken one hundred prisoners. Belgrade is the capital town of Serbia, and the process of a revolt extending there is not very understandable. We have had news of the Serbian troops having been despatched against insurgents, but we have not heard anything previously of this revolt in the capital which is now said to be extending. Still, the telegram may be correct, but badly worded.

The second telegram is hardly more understandable. It is stated in it that the Serbian troops have captured the insurgent position at Kalafat, but here the difficulty meets us that Kalafat is not in Serbia. Under the Treaty of Berlin, made in 1878, Kalafat was within the limits of the Russian Empire, and was the fortress facing Kalafat on the other side of the Danube, was assigned to the newly erected state of Bulgaria, and we do not recollect their ever having subsequently been handed over to the Serbians. Both Widdin and Kalafat were, at the time of the Russo-Turkish war, fortresses of great importance, but they were ordered in the Treaty that they should both be demolished. This was not, however, done, we believe, and if the Serbians have captured the important strategic position of Kalafat from insurgents, it must have been very feebly defended, or Prince Milan's troops must have had a pretty tough fight to capture it.

One might be inclined to read "Bulgaria" for "Belgrade" in the telegram if any previous intelligence had been received of a revolt in that principality. But although we were informed in a recent telegram that the Czar had withdrawn his aide-de-camp from Bulgaria, and that Prince Alexander had dismissed his Russian Minister of War, yet we have not learned anything of the people in the principality having broken out into open revolt. Besides, the Serbian troops would not operate against Bulgarians.

REVENUE OF VISITORS TO THE CITY HALL MUSEUM for the week ending 11th Nov., 1893—

European.		Chinese.	
Monday	55	349	
Tuesday	35	329	
Wednesday	43	236	
Thursday	32	395	
Friday	28	455	
Saturday	34	378	
Sunday			
<b>Total</b>	<b>188</b>	<b>1,129</b>	
<b>Grand total</b>	<b>2,550</b>		

We understand that Captain Harvey, R.N., the well-known torpedo expert, has been engaged at home by Mr. Bunthorpe, and comes out in the *Albatross*, to instruct the Chinese in the use of the torpedo. Captain Harvey is a retired British naval officer, and had considerable experience in blowing up Chinese on the west coast of South America. He will also be remembered for his adventurous career, having last year of five hundred miles in an open Barchin collapsible boat.

The rumors, which have been current during the past few months to the effect that Magistrate Chen would resign his position at the Mixed Court, which he has held

for upwards of ten years, have at last been realized. Chen retires, and the Court in Malao was closed in consequence of this today (Nov. 8th) and will remain so till Saturday next. His successor is a Mandarin by the name of Whang, (not Mr. Wang, Magistrate of the French Mixed Court) who held a similar position in the Chinese City.

Dr. Milford, Laycock's medical attendant, thinks that he may begin training in February. Mr. Hunt has written to Hanan repeating the challenge for Laycock or the next best man, for £1000 a side, and allowing Hanan £250 for expenses. The next best man will probably be Trickett, Bugh, or Beach. The race must be rowed on or before the 31st March, 1894.

So many rumors intended to damnify the Kaiping mines have been circulated of late, that we are glad to learn that the position and prospects of the mines are in reality excellent. In addition to the lump coal sent to Tientsin for the use of the Northern steamships, large quantities of slack and small coal, amounting to an average of over 100 tons a day, are sold to the country people at 1/3 a ton at the pit's mouth, while the seams already being worked are practically inexhaustible. Satisfactory progress is likely to be made soon with the adjacent iron-mines.

The troubles caused by a Chinese leper in Queensland may be gathered from the following paragraph in the *Queenslander* of Oct. 6th:—Intimation was received in town on Friday last that a Chinese leper had arrived at Bogantungan from Blackall, and a telegram was received by the traffic manager, which was a kind of indirect application for permission to pass the unfortunate individual down the Central line to Rockhampton. Mr. Holdsworth very naturally deemed it undesirable that such a man should be passed along the Central Railway, or that he should be located in Rockhampton, and accordingly issued instructions that he was not to be allowed into any of the railway carriages or near the station premises. From information received, it appears that the Chinaman was brought to Bogantungan from Blackall in a day at the express notice of the railway company, who charged together and paid £20 for his removal. On his arrival at the former place, application was made to Dr. McNeely for a pass, as the man was said to be suffering from measles, but not feeling disposed to grant it until he had ascertained what was wrong with him, he examined him, and found him to be suffering from leprosy in its earlier stages. He had the sufferer isolated, and at once gave intimation of the fact to headquarters. What will be done with the leper is a matter of much interest, but it is to be hoped he will not be sent to Rockhampton.

THE FORTHCOMING REGATTA. Hard training has now become the order of the day among rowers. Most of the crews have been arranged, and every thing points to this year's regatta being one of the best that has been held here for years. The International is creating quite a stir even among those who are anything but "wet-labs." The German and English crews are most fancied, but we are much mistaken if our "litterer Scots" do not give them both a good deal of trouble, if not something else, granted they once get over the Rubicon, the 39th! There will be a good competition for the Ladies' Purse. It is rumored that three or four crews will make a struggle to win the "blue ribbon" of the Aquatic Sports. For the Welsh Cup it is not likely that there will be so many as four crews. There may, however, be three, at any rate it is certain that Mr. Hughes will have a good time for the Cup he has so generously given. What admirable taste those display who talk about its value! They are evidently of the pot hunter tribe, which knows not what sport is. The crews for the "Chairman's" and "American" Cups all appear so equal that at present it is impossible to give the straight tip. The practice days for the different events are as follows:

Monday—Welsh Cup.  
Tuesday—Chairman's Cup.  
Wednesday—German Cup.  
Thursday—American Cup.  
Friday—International.  
Saturday—Chairman's Cup.

The Ladies' Purse seems to have been left out in the cold, but this surely does not mean that no practice is required for it. Why, too, should the Chairman's Cup have two days set apart for practice and the International only one? We hear that some are not quite satisfied at this arrangement. The crews of the "German Cup" have been selected, but we have not yet had the opportunity of studying them. When we have, we shall report.

MOONCO. (From a Correspondent.) Notwithstanding the factious opposition of a body of time-server and office-seekers, who are always prone to oppose any measure beneficial to the interests of the Colony, when such opposition would bring about a bitter official controversy, the permission applied for by Mr. Dalton Sayle, of Hong Kong, to establish a glass manufactory near the Barrs Ferry, was granted last week by the Governor in Council. The plant, etc., being already on the spot, the promoters expect that, barring all unforeseen events, the factory will be in full business ere long.

The numerous friends in China of our late Colonial Secretary, Dr. Cortis Read, will be glad to learn that there is every probability of his coming out very shortly as Consul General at Shanghai.

The Independent Liberal case will come on for trial some time next week. Strenuous efforts were made by the defendant to postpone the trial as long as possible, and one of the applications he made to the Chief Justice was to issue commissions for the examination of supposed witnesses in some of the remotest corners of the globe! I hope the result of the trial will be to purify somewhat journalism in Macao.

THE FRENCH MILITARY OPERATIONS IN TONQUIN. ARRIVAL OF THE NEW REINFORCEMENTS. GREAT ACTIVITY AMONG THE BLACK FLAG. HEAVY FORTIFICATIONS ON THE SONTAI ROAD.

(From our Special Correspondent.) Haiphong, Nov. 8. Haiphong has been a little livelier than usual during the past week, owing to the arrival of two of the transports from France, the *Argon* and the *Shamrock*, with a portion of the long expected reinforcements. The former vessel, which left Toulon on the September 10th, reached Haiphong Bay on the 31st ult., the *Shamrock*, which did not leave Europe until the 20th Sept., arriving only one day later. The troops were transferred in the bay, to the smaller local transports *Drie* and *Seine* and were landed here on the 2nd and 3rd insts. The new arrivals comprise four companies of marine infantry, under the command of Chief-of-battalion Dulac; two batteries of artillery, each about 100 men, and a company of marine fusiliers; in all about 1,100 men. The new artillery consists of light breech-loading field guns of a new pattern and long range, and the men attached to the batteries are by far the smartest looking lot of soldiers I have yet seen landed here. The marine fusiliers answer in description to our own landing parties of blue jackets.

Further reinforcements, consisting of Turcos, or native Algerian troops, and part of the *Regiment Legion*, have arrived by the transports *Tonquin* and *Bienhoa* at Haiphong Bay, to-day. The number of posts in different parts of the country now occupied by the French is absolutely necessary to have a much stronger force than heretofore, even to put an equal number of men in the field for the attack on Sontai, &c., to that which formed the attacking force in the advance on Phou-hai on the 15th August last. In addition to the three important centres of Haiphong, Hanoi and Nampou, the French at present hold, and are consequently obliged to garrison, Haidoung, Quang-yen, Ninh-binh, Batang, a large village on the Songkoi, a few miles below Hanoi; a post recently established at the junction of the Red River and a creek, called the Bamboo Canal on the river route between Hanoi and Haiphong, and the advanced post of Phalan on the Red River, near its junction with the Dai, and only some five miles from Sontai. Including the 500 men who arrived about the end of September, from Saigon, the 500 marines and sailors landed by Admiral Courbet from the men-of-war, on the station, and the last new arrivals, excepting the troops who have just reached Haiphong Bay, the French forces in Tonquin have been strengthened since the 1st September to the extent of about 2,100 men; but after deducting from the original force of about 3,000 men the loss from killed and wounded and sick, and allowing for the large drafts required to garrison the new posts, it will be seen that, at present, Admiral Courbet could scarcely put more than a thousand men in the field for offensive operations, over and above the number at the disposal of General Boust for the advance made on the 1st September last.

The advanced post of Phalan has been held by the French forces since it was first captured and occupied by them at the beginning of September. It is a most important position, as it commands the junction of the river Dai with the Red River, and is within a short march of Sontai, which is visible from it on a clear day. Only a village in itself, the place has been entrenched and fortified by the French, who have maintained there a body of about 200 men. As this small force could not possibly have held the position in face of an attack in force by the enemy, one of the river gunboats has always been kept in readiness off the post to embark the troops if necessary.

From this position the movements of the enemy have been closely observed, and during the last month great activity has been observed among the Chinese forces. Large numbers of the latter have been seen passing from Sontai to Bachinh and a quantity of junk have been observed descending the Red River from the northern frontier with reinforcements and material for Sontai. A large force of Black Flag and their allies recently encamped on the right, or northern, bank of the Dai, and as it was considered necessary by the Admiral to keep a good watch over the proceedings of this division, a reconnaissance was made on the 20th ult. by an expeditionary corps of 600 marine infantry and 200 artillery under the command of Colonel Revillon. The expedition advanced by land as far as the south bank of the Dai but did not cross the river, on the other side of which a large force of Chinese were seen encamped. No engagement occurred, but a number of Annamite pirates, who were exercising their nefarious calling in the neighbouring villages, were captured and taken back to Hanoi on the return of the reconnoitering party on the 23rd ult. The fifty bandits captured will probably suffer the full penalty of the law.

From the appearance of Sontai from the advanced post of Phalan it is believed to be most favorably fortified. The river front is entrenched to a distance of one kilometre, mounting 40 guns of heavy calibre, while the rear is said to be equally well defended. Given sufficient men and sufficient guns no doubt the capture of the stronghold by the French may be considered a foregone conclusion, but it is certainly an undertaking not to be attempted until success may be looked upon as next to certain, as a defeat to the French arms, when the actual attack shall be made, would, without doubt, be most disastrous in its results throughout Tonquin, and would certainly embolden China to show a high hand in her negotiations with the French Government. It is now established without doubt that the forces at Sontai and Bachinh opposed to the French are *bona fide* Chinese troops, for the most part, and it is known, as a fact, that Lu Yuen Fu, the notorious leader of the Black Flags, who, twelve months since, would not have dared to risk his head across the Yunnan frontier, was recently openly received and welcomed by the highest Government officials at Yunnan-foo.

Since the abandonment of the Yellow Flag auxiliaries, a new corps, consisting of Annamite Christians, has been raised and is being equipped and drilled at Hanoi. The nucleus of the new regiment was drawn from the district of Nandinh by Colonel Faden, recently commanding at that post, and drafts from other parts of the country having volunteered for service, it is intended to raise the strength of the force to 3,000 men, commanded by French officers. A light blue cotton uniform is worn by the men, who are armed with *chassepots* and the Remington rifles formerly used by the Yellow Flag, and it is intended, when the members of the new corps shall have been sufficiently "knocked into shape" and drilled, to attach them for service to the Naval Brigade recently drafted by Admiral Courbet from the men-of-war on the station and sent to the front. Whether they will prove as serviceable in the field as their active and plucky little countrymen from Saigon remains to be seen. If they display no more military character before the Chinese than their *compadres* have generally done when opposed to French troops they will scarcely be of much service to their employers.

A second reconnaissance was made from Hanoi in the direction of the river Dai, on the 1st inst., with a force of about 800 men. Provisions were taken for six days, and up to date of the last intelligence from Hanoi, the expeditionary party had not returned. More than half the troops just arrived from Europe have already been despatched to Hanoi, the greater part of the men having been transported by the *Ku-mien* as far as the French post at the Bamboo Creek, where they were transferred to one of the gunboats to reach the station, the *Ku-mien* returning at Hanoi to Haiphong for another detachment, thus considerably expediting the transport of the men. The new guns and appurtenances were placed on board the new lighter recently sent down from Hongkong, and moved up the river by one of the Government steam-launches.

Pillage and piracy appear to be on the increase in different parts of the country. On the creek between Haiphong and the Red River, particularly the Thai-Linh canal, several bands of these marauders have been recently seen, and several cases of piratical attacks on junks have been made of late. Six Chinese and one Annamite, pirates, captured on a junk not far from Haiphong, are now awaiting their sentence here. A rice junk which arrived here on the 30th ult., from Nandinh, was attacked on her way down, and eight of her crew wounded, while one man was shot dead. A village a short distance from Haiphong was set on fire by a band of these marauders on the night of the 1st. M. Marquis, the Civil Resident of Haiphong, started out on the following day with ten French soldiers and a party of native police to capture the band if possible. The result of the expedition was the capture of one of the pirates, the rest being put to flight, with the loss, it was believed, of several men. On this occasion M. Marquis himself had a rather narrow escape of several men. On this occasion M. Marquis himself had a rather narrow escape of several men. On this occasion M. Marquis himself had a rather narrow escape of several men.

At Batang, near Hanoi, two French soldiers, who were on duty duty outside the guardhouse of the station one night at the end of last month, appear to have gone to sleep at their post and were both decapitated by some skulking guerrillas, or pirates before an alarm was given: one of the poor fellows was also mutilated by having his arm cut off. The greatest watchfulness is necessary at every station or post occupied by the French, as any opportunity offered to cut off stragglers is at once taken advantage of by these Annamite pirates. Only a few days since an attempt was made by an Annamite coalition to spike one of the guns in the little fort in the centre of Haiphong. In the dusk of the evening the vessel had crept up to the gun and was seen by the guardhouse to be doing something to the breach of the piece. The sentry watched the man for a time and then pounced upon him before he could get away, and it was then found that the culprit had been attempting to stop the vent of the gun with some old rags. I have not yet learned what will be the punishment of the prisoner, but I think it very probable that he will lose his head for his treachery. Early yesterday morning an Annamite mandarin, in charge of a village and district near Haiphong, arrived here with the information that a force of Annamite pirates, about one thousand strong, was collected

at a place only one mile from Haiphong, up the river. A body of native police were at once sent by M. Marquis, the Resident, to intercept them, but up to the present the party have not returned. Attacks are expected every night, but have not at present come to anything. The commandant of the garrison treats the matter with contempt and refuses to permit an expedition of troops to clear the neighbourhood of these scourges.

The friction between the civil and military authorities has, it appears, for a time been somewhat allayed. Admiral Courbet has been definitely appointed to supreme control, to be unfettered in any way by the civil authorities, and M. Harmand, who had intended taking two months' leave of absence, has, I hear, received instructions by latest advice, to remain at his post. The Resident here received information yesterday, from Hongkong, that the Viceroy of Canton has sent a message to the leader of the so-called Black Flags to resist the French at Sontai to the utmost.

The gunboats *Paraisol* and *Lynx* are at present in the river; the latter it is believed, is intended to ascend the river to operate against Bachinh. The *S. S. Venice* arrived here from Hongkong on the 1st instant, with a cargo of coal, from Hongkong and Australia. The facilities for unloading cargo here being very deficient, she has not yet been discharged. The *S. S. Actin*, chartered by Messrs. Roche of Haiphong, arrived yesterday, and the *S. S. Ping-on* to-day.

We are expecting the troops brought out by the transports *Tonquin* and *Bienhoa* to be transhipped and disembarked to-morrow.

SUPREME COURT IN ADMIRALTY. (Before Sir G. Phillips, Chief Justice, assisted by Lieut. H. W. Balliston, R.N., as Naibai Adversary.) Tuesday, Nov. 13.

THE *MOUNT LEBANON* AND *WHAMPONA*. The *Whampona*, a British steamer, and the *Mount Lebanon*, a Chinese junk, were the subjects of a case in the Supreme Court in Admiralty, before Sir G. Phillips, Chief Justice, assisted by Lieut. H. W. Balliston, R.N., as Naibai Adversary. The case was heard on Tuesday, Nov. 13.

The *Whampona* was a British steamer, and the *Mount Lebanon* was a Chinese junk. The case was heard on Tuesday, Nov. 13. The *Whampona* was a British steamer, and the *Mount Lebanon* was a Chinese junk. The case was heard on Tuesday, Nov. 13.

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into the other, especially as the latter was going astern, and it was equally impossible to try to stop the way on the *Peking* in time to avert a collision. The best course was to try to get ahead, and the *Peking* therefore went full speed ahead, and almost succeeded in getting clear across the *Mount Lebanon's* bows, when the latter vessel was into him. Mr. Francis then contested the statements of the reply, and contended that it was the wrongful act of the *Mount Lebanon*, in starboarding her when she did that caused the collision. It might be said, he contended that she did not starboard; but he submitted that the inevitable effect of putting the engines astern would be to pull the vessel's head round, so that starboard and going astern in this case meant the same thing. He also drew attention to the fact that according to the impugned statement the *Mount Lebanon*, at the time of the collision, was going forward, and the road for the navigation of narrow channels, inasmuch as she had not kept to the starboard side of the fairway, as was ordered by the rules. Mr. Francis also contended that the *Mount Lebanon*, with the launch lashed to her quarter, must be treated exactly as if she were a steamer.

The first witness was then called. Captain Hermann, sworn, said:—I am master of the British steamer *Peking*, and I hold a British certificate of master, and have been in command of the *Peking* about eight months. The *Peking* voyages regularly between Canton, Hongkong and Shanghai; and during the last eight months, she has passed up and down the Canton river twice. She is a steamship of 954 tons burthen, and 205 in length, overall, and the bridge is situated about one third forward. It is about eight or nine feet above the deck, and the top gallant forecastle is from four to five feet above the deck. Her side-light is a curved line, both sides of the forecastle, and the light is on the bridge, about ten feet above the forward railing, and the chart room is in the same house. There is a clock in the wheelhouse, set to Hongkong time. On the morning of the 18th September, I cast my anchor at Canton at 12.15 to come to Hongkong. The ship was standing by, 5 in air, and 12 ft. in forward. There was a bright moonlight night; a little haze on the water. It was one day after full moon. It was about the middle of flood tide when we started; and it was full flood tide at the Tai Oek barrier, which is about 9 miles from Canton; at 2.30. I went down the river, and passed the *Whampona*, a Chinese junk, and the *Whampona* was in the water. I took a particular note of the time myself. I left the bridge when we passed the *Whampona*. There had been no change in the weather up to that time. (The Captain here marked the place at which the *Whampona* was on the chart. I left the pilot and chief officer in charge of the ship on the bridge. There were two Chinese quartermasters at the wheel, and one Chinese sailor was on the look out on the forecastle. I saw him myself. I saw no vessels in sight then. I went off the bridge, and went aft to the cabin. I returned to the bridge about 10 minutes after. When I came up to the mainmast house, I went over to the port side. I saw two red lights, and one white light from a quarter to half a point of my bow, about 300 to 400 yards off, from one and a half to one and three quarters miles off. I could not see what it was. I went into the chart room, and saw the Chinese pilot, and he told me that it was a tugboat. I saw a steam launch alongside the ship on the port side. In coming down the river, the ship was being steered by the land. I could not say what the bearing was. I nearly always had *Whampona* as a pilot, but I have always steered for the Chinese point, which is *Whampona*. I saw the Chinese pilot, and he told me that it was a tugboat. I saw a steam launch alongside the ship on the port side. In coming down the river, the ship was being steered by the land. I could not say what the bearing was. I nearly always had *Whampona* as a pilot, but I have always steered for the Chinese point, which is *Whampona*. I saw the Chinese pilot, and he told me that it was a tugboat. 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